

BIWEEKLY NEWS MAGAZINE

THE
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◆◆ VOL. 2 NO. 8 ◆◆
APRIL 25 - MAY 8, 1991

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PUBLISHER NOTES

By Gary S. Golas



If anyone has ever doubted the effectiveness of the new 406 EPIRBs just read this issue's Coast Guard Reports regarding the F/V Venture. Although it was an accidental activation, within moments the Coast Guard knew where that vessel was, who it was and confirmed all of it with someone shoreside.

True the cost is high but no one could argue about its effectiveness. Just think of the lives it may be able to save.

Cover Photo: Captain Bob Bruno supervises the placement of a winch on the deck of the F/V Alpha Omega II as "ace" shoreside engineer Paul Lane and others lend a hand.

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Ship to Shore

Messages from offshore and home

Happy Birthday

April 27, Marge Jaggard
April 30, Capt Jack Jacobsen

May 2, Bill Talbot

May 5, John Lourenco

May 7, Wally Jaggard &

Capt Manuel Veira

May 8, Jennifer McDonald, Vinnie
Ragnetta, Mike Costa, David Hawk &
Wayne Ferreira

Special Thanks to WBSM's Bill Brennan
for these messages. If you would like
your message on WBSM call
Bill at 993-5091

To: Fred Paiva
#1r Falcon

I feel my heart sink as the boat
leaves the dock,
the slower I go as I look at the
clock
The minutes, hours, days drag by
most of the time I just want to
cup-
My heart skips a beat as I answer
the phone,
waiting for the call that you are
home.
But the call is not you,
and I only feel more blue.
Just when I think you'll never be in,
You call saying, 'I'm home,' again.

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(May 7th)

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4/30 CLAIRE KEARNE
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(FROM THE MORNING CREW)

5/7 ELISE NUNES (2)
(ERIC + ROBIN NUNES PARENTS)

5/9 LILA HOGAN FROM SONS
(TOM + AS)
EMILIO PIDEIRA F/U LEBERIA II

Special Thanks to WNBH's Larry Oliveira for these messages. If you would like your message on WNBH call Larry at 996-3371

Your Personal Message can appear here in SHIP TO SHORE... *handwritten by you...free of charge*. Simply write your birthday, anniversary or good luck wish, on a plain white paper with a black pen...include full names, and vessel names and mail it to...The Barnacle, P.O.Box 71, Fairhaven, Ma 02719. Deadlines are the first and third Friday of each month for the preceeding issue. Limited space is available.

NEXT ISSUE MESSAGES
FOR PERIOD
MAY 9 - MAY 17
DEADLINE FOR THESE
MESSAGES
IS MAY 3

Please Mister Weather Man all that I ask you to say is gale force winds so I can stay in just one more day, but as the wind dies down and the seas subsides I know that I am Atlantic Ocean bound around Marthas Vineyard and Nantucket Sound. I know that my Captain is heading for his favorite fishing ground. With dredges on deck filled to the sweep, I sit on the hatch and begin to weep, but with basket in hand I begin my task knowing for the next six hours I have to bust my —. After picking and kicking I found a gaffer, but the look from the wheelhouse looked just like Marvin Hagler and after sifting thru sand and pebbles, All I get called is a dumb — rebel.

By John PALL
FLV LEADER

MARITIME INJURIES PLUS:

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A Fourth Meeting Needed To Formulate New Scallop Plan

Council Members Still Need To Tackle Fishing Days and Trip Limit Questions

The Scallop Committee of the New England Fishery Management Council plans to gather for a fourth time to discuss the development a comprehensive scallop management plan on April 26th. The meeting is planned at the Comfort Inn in Warwick Rhode Island beginning at 9 AM, when the group will discuss a number of items which could take much of the day according to Council Staffer Louis Goodreau.

Items for discussion include setting controls on days at sea or fishing days for both the full-time and part-time fleets, trip limits, mandatory data reporting and levels for the annual target quota

"At this point the committee is looking at controls at days at sea or the fishing days when the dredges are in the water," said Goodreau. "If you set trip limits than you will have to use averages, with some vessels above the average and some are below. We are looking at 30 groups of 10 boats each to see what the levels of trip limits are. It all depends on which directions the committee wants to head in."

The committee has been carefully sifting through each item of the long public hearing document which was presented to fishermen in December. Since then it has met on February 4, March 4 and 25.

The committee has adopted a number of new rules dealing with the moratorium issue during its previous meetings. Those include exempting from any moratorium in the Atlantic sea scallop fishery all vessels landing less than 400 pounds of scallops per fishing trip, restricting fishing permits to those vessels with federal scallop permits and scallop

landings recorded in either the 1988 or 1989 weigh-out data files. The moratorium would sunset two years from the date of implementation unless extended by a majority vote of the New England Council.

In other areas supported by the group, vessels would be included under the moratorium if they have been

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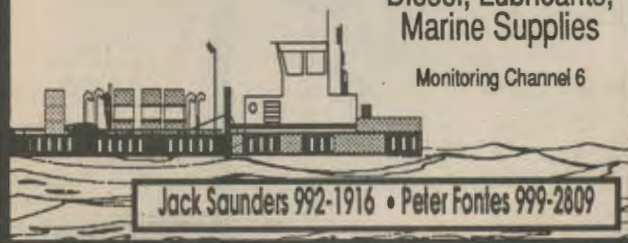
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under construction [or re-rigging] for directed scallop fishing prior to March 2, 1989 cutoff date. Full-time fleet vessels will also be limited to a nine-man crew (including the captain), 30 foot dredge limit or 144 foot trawl sweep limit. The current landing windows will be retained.

The group supported a system to monitor meat count, to determine if the amount of small scallops harvested would jeopardize achievement of the plan objectives. That level is yet to be established by the Council.

Goodreau indicated that there is a chance for yet another meeting before the plan is finalized due to the big issues of trip limits and target quotas. "Since we don't have as good an estimate as we thought we did have, they will have to decide if they want to go ahead with some target quota and just specify it that way with the precision of it becoming better as new information comes in." The committee could also allocate days but not landings until fishery managers have better information.

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Petition To Ban Landing of Lobsters By Dragger Moves Forward In State

The Massachusetts Lobstermen's Association has filed a petition with the Division of Marine Fisheries-Marine Fisheries Advisory Commission, to promulgate regulations banning the landing of lobsters in the State of Massachusetts by any vessel rigged for dragging. The petition was filed with the Division on February 26, 1991. The commission will now determine what action it

wishes to take on the issue and it is hoped that they will include the petition in one of the upcoming rounds of public hearings, the next regular hearings are slated for May and August.

The Association has indicated that it could support measures that would allow a dragger fisherman to remove the dragging gear from the vessel for all or part of a year and fish for lobsters using

traps.

It has long been the position of the Association that effort reduction measures by lobstermen must at least be accompanied by the elimination of the dragging method of harvesting lobsters, which it is felt is counter-productive to sound conservation management of the lobster resource.



Mass. Maritime Academy April 1991 Fisheries Program Schedule

May 4, 106A Intermediate Spread Sheets
May 4, 205B Watchkeeping for the Mariner
May 5, 103B Intermediate MS-DOS
May 5, 203A Radar Navigation Practice
May 4-5, 402C Diesel Engines
May 11, 410A Machine Tool Technology
May 11, 208B Fish Finder and Sonar
May 11, 508B Tub Trawl
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The New Bedford Seafood Festival is being devoted to the hard working men and women who bravely make their living on the sea, bringing in the freshest of fish and scallops which in turn help our communities prosper.

How else with photographs and videos can we portray your hard work. With your support we are looking to develop a photo and video exhibit which will show thousands of folks during the festival August 16-18th what it takes to bring in the best in seafood.

If you have photographs and videos you would like to share with us please call 996-9109. Hope to hear from you!

Evelina Goulart Fairing Well In Essex

Excerpts From The Essex Historical Society Newsletter

The EVELINA M. GOULART made a safe return home. Her hull, in a steel cradle, rests on timbers on land leased from the Town at the Town Landing at Essex. A.D. Story once leased this same land; the GOULART is now on or near where she was built in his shipyard and launched in 1927. The director of the shipyard at Mystic Seaport, Dana Hewson, with Maynard Bray from WoodenBoat in Brooklin ME, historian and ship-modeler Erik Ronnberg of Rockport, Curator Jim Witham, Society president Kurt Wilhelm, Past-president Charles Burnham and Treasurer John Cushing spent Friday, 1 February discussing the GOULART aboard her and at the museum. A maintenance schedule was drawn up and work is under way to combat damage from fresh water and sunlight, to make a complete record of her, and to develop a long-range plan.

The GOULART was always used for fishing, never altered for another use. Her hull is typical of the sawn double frame trunnel-

fastened vessels built by the thousands in the Essex shipyards, yet she is the last of her type. The extent of her original material in good condition is now unique. She is a true museum artifact. We must fully research her construction and history as a fishing vessel, make drawings, photographs and an extensive written record of her and collect oral histories, photographs, correspondence and other records. Please let us know of anyone who might have something about the GOULART to share.

During the year and a half to two this research will take the GOULART should remain at the Town Landing. The term of the current lease ends this December. The GOULART Committee recommends that the lease be extended for three years. Your vote to extend the lease at the Annual Town Meeting on Monday, 6 May is, therefore, most important.

Mary Cullen, a graduate student in history at Northeastern University, has chosen shipbuilding in Essex in general

and the GOULART in particular for her master's thesis. She has video taped the GOULART, the Town, the museum exhibits here and those at Cape Ann Historical Society, and interviewed a crewman and members of the families of the former owners of the GOULART. She will donate a duplicate set of her tapes and thesis to the museum.

Joe Garland has taped a new sequence about the museum for New England Cablevision; an article about the GOULART is in the recent "On the Water" published by the North Shore Weeklies and a write-up of the museum appeared 21 March in "north shore magazine". On Friday, March 8 the *Gloucester Daily Times* ran the article we wrote for Kurt Wilhelm thanking all the volunteers outside the museum who helped bring the GOULART home. It was a pleasure to see the names of so many helping hands finally thanked in print.

N & N

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Product Preview: New Line of Commercial Paints

New Commercial Coatings

Until today most commercial fishermen and commercial fishing vessel owners have had to rely on coatings designed for deep water vessels or yachts. The marine division of International Paint has developed a new product line to provide long term protection for commercial fishermen.

These new products are produced with International's advanced technology methods, so that fishermen can improve the performance and endurance of their coating scheme by using the right paint, at the right thickness on the right surface.

Environmentally friendly as well as user friendly, these products were designed with cleaner chemistry, meeting all VOC (volatile organic contents) regulations and local air quality regulations.

Basically, all paints consist of solids and solvents. As the paint dries, the solvents are released into the surrounding atmosphere and the remaining solids make up what remains on the surface. The emission release of the new line of coatings has been reduced by nearly 20%. This in turn offers the user a coating with 20% more solids,

therefore, more paint for your money.

Following years of development and with commercial fishermen in mind, these cost effective and high performance products are formulated for better and longer in-service periods as well as reduced maintenance and repair costs.

Anti-fouling coating

Having an antifouling hull coating that works, and that you feel comfortable using, is worth more than its weight in gold. It can save you fuel and time — both add up to more green in your wallet and less on your bottom.

International has introduced a TBT free, high performance, long life antifouling coating for commercial fishing vessels.

C-Clean, a polishing antifouling coating is compatible over TBT copolymer antifouling coatings and selected

traditional antifouling coatings.

Typical uses of this product are for vessels where the in-service periods are up to 36 months and severe fouling protection is needed.

The recommended application method is airless spray, but either brush or roll is suitable. Additional coats may be required when using a brush or roll to achieve the optimum film thickness of 5.0 mils dry or 10.0 mils wet. The first coat should be applied over an approved anticorrosive primer.

Touch dry time runs from 2 hours at 95 degrees F (35 degrees C) to 41 degrees F (5 degrees C) and the minimum drying time before immersion is 8 hours at 95 degrees F.

C-Clean is available in 1 gallon and 5 gallon containers.

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C-Protac is a new universal, two component, surface tolerant, high build epoxy paint. This self priming paint is formulated for immersion service areas, resistant to salt or fresh water. It also stands up to harsh chemical environments subject to acids, alkalis, solvents and salts. Typical above water area uses include decks and machinery, superstructures and freeboard areas. Internal applications are ballast tanks, voids and cofferdams, wet or dry, and bilges. This paint will adhere to hand prepared surfaces and aged intact coatings with excellent results.

Environmentally friendly, C-Protac is a low VOC (volatile organic content), lead and chromate free paint that is extremely abrasion resistant.

Recommended application method is airless spray, although brush, roll or conventional spray is suitable. The film thickness should be 4.0 -5.0 mils dry.

This coating comes in 5 gallon and 1 gallon containers.

Commercial gloss finish

Here is a high gloss finish paint specifically designed for commercial fishing vessels and the abuse that these vessels take from both weather and crew.

International has introduced C-Lux, an interior/exterior finish coat that is used in crew quarters, storage lockers, decks and machinery spaces. This is a low VOC (volatile organic content) paint, with a higher percentage of solids. This results in a more user friendly paint for the environment and more paint for your money.

A single component high gloss alkyd finish coat gives a great appearance, that is also easy to recoat if needed.

Application method can be

brushed or rolled, or conventional spray, but airless spray is recommended by the company.

Drying time runs from 5 hours at 95 degrees F (35 degrees C) to 18 hours at 41 degrees F (5 degrees C).

C-Lux comes in 1 gallon and 5 gallon containers in a variety of colors to meet any vessel's paint scheme.



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Coast Guard Reports

Provided as a courtesy of CG First District, Boston

March 6, 1991/ 12:30 PM

The F/V Ilen Rover out of New Bedford requested medical assistance out from 160 miles east of Nantucket. A 22 year old crewman had been struck on the knee and was in extreme pain. He was also pale, vomiting and shaking violently. After discussion with the flight surgeon a cutter was sent to the scene to deploy a corpsman to evaluate the patient. It was recommended that the patient be evacuated by helicopter. The patient was transported to Cape Cod Hospital.

March 8, 1991/ 11:47 AM

In rough weather the F/V Oceanic a scalloper out of New Bedford called for Coast Guard assistance 100 miles east of Provincetown when it began taking on water. A cutter arrived on the scene and removed four of the nine crewmen. Two pumps were provided to the vessel. During an escort back to port one of the pumps had failed and progressive flooding was imminent if the

remaining pump failed. A helicopter was launched and delivered two additional pumps. The vessel was escorted back to Provincetown Harbor where commercial salvage provided further assistance.

March 10, 1991/ 3:05 PM

Coast Guard Station Castle Hill copied two maydays on channel 16. There was no response to the Coast Guard call back however after it was completed someone was heard whistling on the radio. An urgent marine broadcast was issued with negative response and no directional find bearing was obtained. There were no reports of vessels in distress or overdues.

March 15, 1991/ 11:22 AM

The F/V Fearless became disabled 30 southeast of Nantucket after experiencing a blown main engine. The vessel was towed in last week due to an engine room fire. A cutter was sent to assist with a tow back to Vineyard Sound.

March 17, 1991/ 8:22 PM

The F/V Perseverance called for medical assistance while fishing 50 miles east of Nantucket. It reported that a 25 year old crew member was suffering from severe abdominal pain, was pale and nausea and spit up blood earlier in the day. The patient has a history of ulcers. Flight Surgeon was briefed and indicated that it might be an ulcer or a problem with his appendix, but the symptoms were not life threatening and did not warrant an air medivac. The vessel proceeded to Nantucket and the patient was transported to the hospital.

March 18, 1991/ 3:56 PM

Coast Guard Station Castle Hill received a call on channel 16 "mayday mayday" from a caller with a deep voice. The transmission was too short for a directional find and the caller did not respond to Coast Guard call back. There was no response to an urgent marine broadcast.

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March 19, 1991/2:01 AM

The Coast Guard received an activated 406 EPIRB signal coming from 60 miles east of Nantucket. The signal was from an EPIRB registered to the F/V Venture. Shoreside contacts verified that the vessel fishes in that general area. The vessel had been boarded by the Coast Guard yesterday afternoon and all was well at that time. A search was directed and when a call was put out on channel 16 the subject vessel responded. The vessel reported that the mounting bracket for the EPIRB broke in heavy weather and the EPIRB was activated. It was discovered during the midnight watch and

deactivated. The EPIRB had already been secured when the subject vessel was contacted.

March 20, 1991/8:50 PM

The F/V Patriot while in the vicinity of Nantucket Harbor entrance called for medical assistance regarding a 21 year old crewman who had been seasick for three days. The crewman had not eaten or drunk anything since that time and was currently in bed with a fever. The flight surgeon recommended immediate evacuation due to possible dehydration. The vessel was concerned about entering Nantucket Harbor because of its 14' draft. A Coast Guard utility

boat was launched to transport the patient to shore for hospital care.

March 22, 1991/12:40 PM

The F/V Michelle requested assistance from the vicinity Nantucket Sound after experiencing starter problems. After there was no response to the Mariners Assistance Broadcast, a cutter was sent to assist with a tow.

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RECOGNITION OF SPECIALIZATION BY LAWYERS."

Fisherman Awarded Able Seaman Document

Jeffrey J. Amaral who lives in Fairhaven, MA was awarded a U.S. Coast Guard Able Seaman document. The rating authorizes Amaral to perform the duties of a crewman on vessels of unlimited tonnage in any waters.

To earn the license, Amaral was required to pass a half-day examination by the Coast Guard in Boston. He prepared for the test by completing a Houston Marine exam-prep course at Northeast Maritime in New Bedford.

Mr. Amaral has been a fisherman for fourteen years. He is presently working for Jacobson Fishing Corp.



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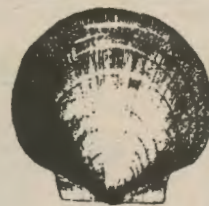
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SCALLOP LANDINGS



Monday, April 8, 1991	<i>No Scallopers At Auction</i>		
Tuesday, April 9, 1991	<i>No Scallopers At Auction</i>		
Wednesday, April 10, 1991	<i>Integrity</i>	9,500 lbs	\$3.90 Georges
Thursday, April 11, 1991	<i>No Scallopers At Auction</i>		
Friday, April 12, 1991	<i>No Scallopers At Auction</i>		
<hr/>			
Monday, April 15, 1991	<i>No Scallopers At Auction</i>		
Tuesday, April 16, 1991	<i>No Scallopers At Auction</i>		
Wednesday, April 17, 1991	<i>No Scallopers At Auction</i>		
Thursday, April 18, 1991	<i>No Scallopers At Auction</i>		
Friday, April 19, 1991	<i>Tradition</i>	15,500 lbs	\$4.00 Channel

Baker Books



Saturday May 11, 1991, 11:30 am - 2 pm

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(John Bockstoe is a resident of South Dartmouth and is the author of many articles and several books on the Arctic.)

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
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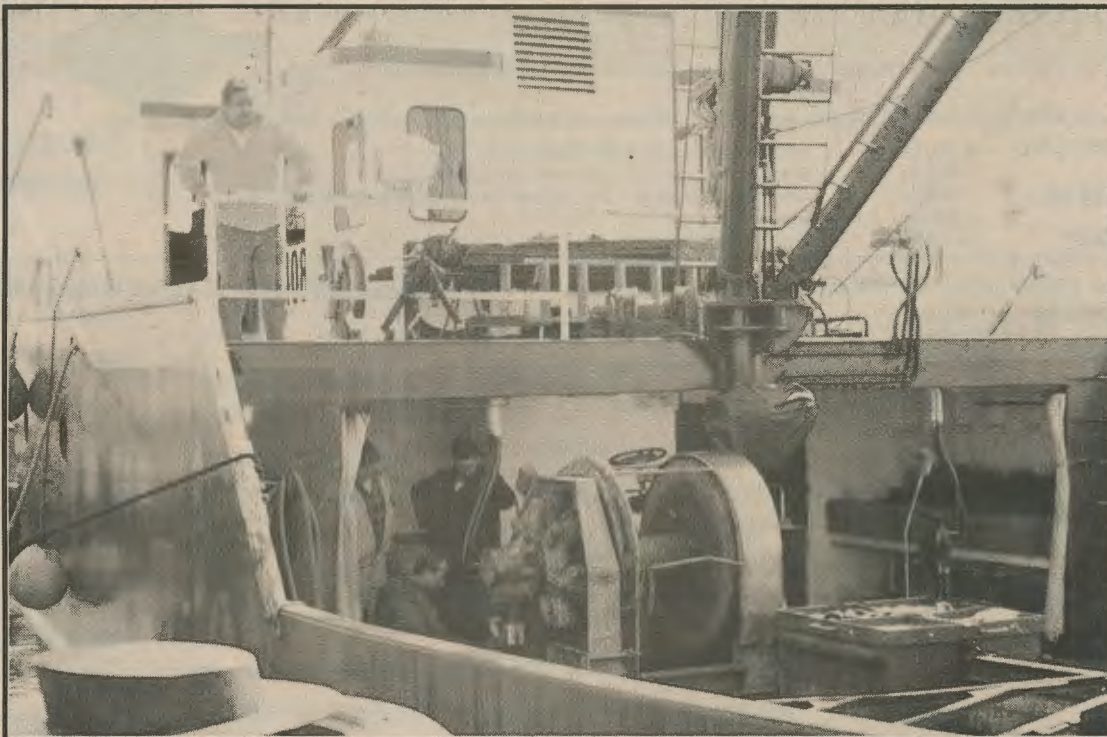
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No we don't mean former fisherman Bob Peternel but the sea scallop meat he is holding in his hand. In a photo taken a few years back Peternel was caught clowning around with this large scallop in hand. (He probably never thought it would come back to haunt him again!)





Inspecting some new winches on board the F/V Alpha Omega II, are Capt. Richard Rose and Capt. Bob Bruno with some of the guys who hauled it into place.



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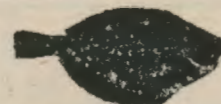
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DRAGGER LANDINGS



Buzzards Bay 29,000/Creole Belle 10,500/Dinah Jane 13,700/Galaxy 16,500/Rams 10,100/Sancor 30,600/Susie K 17,500

TOTAL 127,900 LBS

**Apr 8, 1991
Monday**

73,200 lbs
11,000 lbs
9,900 lbs
19,500 lbs
14,300 lbs

Cod Large 1.80-1.00/ Scrod .61-1.00
Blackbacks Large 1.00-1.30/ Small .50-1.20/ PW .40-.80
Georges Lemonsole 1.75/ Large BB 1.50/ Small BB 1.20/ PW .60
Sand Dabs .40-.70
Yellowtail 100-120 count 1.20-1.30/ 160-180 count 1.00-1.10

American Hope 13,800/Cowboy 20,600/Crispina A Bucolo 15,600/Iberia II 20,900/Josh & Jake 11,600/Libby II 12,000/Sunshine 19,900

TOTAL 114,400 LBS

**Apr. 9, 1991
Tuesday**

700 lbs
47,200 lbs
10,700 lbs
10,900 lbs
800 lbs
35,800 lbs
8,300 lbs

Haddock Large 1.80-1.00/ Scrod .60
Cod Whale 1.00/ Large .70-1.10/ Markets .70-1.00/ Scrod .70-.90
Blackbacks Large .80-1.80/ Small .60-1.50/ PW .80
Georges Lemonsole 1.40-1.50/ Large BB 1.00-1.30/ Small BB 1.00-1.16/ PW .50
Dabs .80/ Small .60/ PW .40
Sand Dabs .45-.75
Yellowtails 100-120 count 1.05-1.10/ 160-180 count .90-1.00

Atlantis 20,600/Blue Seas II 19,100/Capt Mano 23,000/Chain 22,500/Humbak 23,000/Maria Angela 14,500/My Way 25,000/
Neves 22,500/Portugal 19,000/Triunfo 19,800/Valkyrie 20,300/Virginia Sands 24,900

TOTAL 254,200 LBS

**Apr. 10, 1991
Wednesday**

600 lbs
137,200 lbs
16,800 lbs
23,600 lbs
100 lbs
1,100 lbs
51,000 lbs
23,800 lbs

Haddock Large 1.15-1.50/ Scrod 1.15
Cod Whale .90/Large .70-1.05/ Markets .70-.82/ Scrod .60-.85
Blackbacks Large 1.20-1.60/ Small 1.00-1.20/ PW .60-1.00
Georges Lemonsole & Large BB 1.20-1.30/ Small BB 1.00-1.30/ PW .60
Pollock .20
Dabs .80-1.00/ Small .60-1.00/ PW .40-1.00
Sand Dabs .35-.60
Yellowtails 100-120 count 1.10-1.20/ 150-170 count .90/ 160-180 count .80-1.00

Alem-Mar 17,000/Atlantic Star 23,000/C-Venture 20,600/Calypso 28,000/Imigrante 18,600/Lady Laura 15,100/Luso American II 28,300/S.
Pedro 12,400/Sagres 12,700/Sao Jacinto 13,800/Sao Marcos 18,300/Seel 16,500/Senhora Da Boa Viagem 20,400/Voyager I 15,500

TOTAL 260,200 LBS

**Apr. 11, 1991
Thursday**

2,200 lbs
84,200 lbs
17,400 lbs
16,000 lbs
3,400 lbs
77,200 lbs
59,400 lbs

Haddock Large .80-1.10/ Scrod .60-1.00
Cod Whale .50-.60/Large & Markets & Scrod .50-.80
Blackbacks Large .80-1.30/ Small .60-1.10/ PW .40-1.10
Georges Lemonsole 1.20-1.80/ Large BB 1.00-1.30/ Small BB 1.00-1.05/ PW .60
Dabs .60-1.00/ Small .60-1.00/ PW .40
Sand Dabs .30-.50
Yellowtails 100-120 count .80-1.00/ 160-180 count .60-.90

Alentego 14,800/Curlew II 12,900/Exact 13,500/Foz Do Mondego 21,600/Jenny & Cristina 23,500/Lisbon 15,300/Maureen S
30,000/Miss Happy 14,200/Ria De Aveira 11,700/Sao Paulo 25,000/Sunflower 16,300

TOTAL 198,800 LBS

**Apr. 12, 1991
Friday**

500 lbs
93,700 lbs
17,800 lbs
16,400 lbs
200 lbs
48,600 lbs
20,900 lbs

Haddock Large .80-1.00/ Scrod .60
Cod Whale 1.05/Large .75-1.00/ Markets .74-.90/ Scrod .65-.85
Blackbacks Large .90-1.00/ Small .70-1.00/ PW .50-1.00
Georges Lemonsole 1.05-1.20/ Large BB .90-1.20/ Small BB .65-.80/ PW .60-.65
Dabs Small .60/ PW .40
Sand Dabs .20-1.10
Yellowtails 100-120 count .80-1.10/ 160-180 count .80-.90



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 Virginia Sands 27,300 6,100 lbs Haddock Large .80-1.25/ Scrod .60-1.00
 TOTAL 179,800 LBS 135,500 lbs Cod Whale .50/ Large .80-1.00/ Market .70-.75/ Scrod .50-.70
 14,200 lbs Georges Lemonsole 1.20-1.50/ Large 1.00-1.20/ Small 1.00/ PW .60
 6,900 lbs Blackbacks Large 1.00-1.10/ Small .80-1.00/ PW .80
 1,500 lbs Dabs .80/ Small .40-.60/ PW .40
 100 lbs Pollock .50
 60,300 lbs Sand Dabs .40-.50
 23,300 lbs Yellowtail 100-120 count .80-1.00/ 160-180 count .70-1.00

Apr. 15, 1991
Monday

Dinah Jane 11,700/Helen Marie 19,500/Isabel S 24,900/Shelagh K. 29,200/Vila De Ilhavo 21,900
 TOTAL 107,200 LBS 1,700 lbs Haddock Large 1.50-2.00/ Scrod 1.00-1.50
 75,000 lbs Cod Large .85-1.01/ Markets .85-.87/ Scrod .72-.85
 6,700 lbs Blackbacks Large 1.00-2.00/ Small .80-1.20/ PW .60
 4,600 lbs Sand Dabs .45-.60
 18,000 lbs Yellowtail 100-120 count .85-.90/ 160-180 count .80

Apr. 16, 1991
Tuesday

Creole Belle 7,500/Lady Jay 23,800
 TOTAL 31,300 LBS 21,500 lbs Cod Large .85-.90/ Market & Scrod .90
 5,800 lbs Blackbacks Large 1.00-2.50/ Small .70-2.50 PW .40-2.25
 3,000 lbs Sand Dabs .45
 1,000 lbs Yellowtail 100-120 count 2.00/ 160-180 count 2.00

Apr. 17, 1991
Wednesday

American Hope 33,400/Fisherman 25,300/Galaxy 17,700/Mischief 18,200/Niagara Falls 17,900/Rams 19,700/
 Shantelle & Shanty 18,200 3,100 lbs Haddock Large 1.00-1.25/ Scrod 1.00
 TOTAL 150,400 LBS 95,500 lbs Cod Whale .85/ Large .85-1.00/ Markets .80-1.00/ Scrod .70-1.00
 9,300 lbs Georges Lemonsole & Large 1.80/ Small 1.70/ PW .60
 12,400 lbs Blackbacks Large 1.65-2.00/ Small 1.30-2.00/ PW 1.00
 3,500 lbs Pollock .70
 25,000 lbs Sand Dabs .60-.70
 1,600 lbs Yellowtail 100-120 count 2.00

Apr. 18, 1991
Thursday

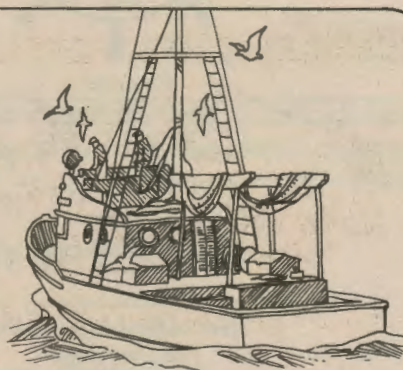
Josh & Jake 4,900/Linda & Stephanie 4,800/Sea Escape 16,000/Sunshine 25,100/Susie K. 32,000
 TOTAL 82,800 LBS 2,300 lbs Haddock Large 1.50-2.00/ Scrod 1.50
 42,000 lbs Cod Large .85-1.00/ Market .95-1.01/ Scrod .70-.95
 2,700 lbs Blackbacks Lg 1.40-1.80/ Small 1.00-1.80 / PW .90
 26,500 lbs Sand Dabs .60-1.00
 8,200 lbs Yellowtails 100-120 count 1.20-1.30/ 160-180 count 1.00-1.15

Apr. 19, 1991
Friday

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The New Bedford Seafood Festival Update

By Vicki Greco, Festival Manager

With the improving weather, we are reminded of just how quickly the Summer of 1991 is approaching. That means that the New Bedford Seafood Festival is gearing up for the finalization of plans. We now have a full schedule of events lined up for the three days. We have contracted with several musical bands keeping in mind that variety and family appeal is the order of the weekend.

We have received

additional donations from the following boats: the Westport, the Donna Lynn, the Canton, and the Enterprise. With every donation received, we are able to bring the price of the meals down to make this an inexpensive family event. Thank you to these boats and the others before them who have come forward to contribute.

There has been some preliminary discussions regarding a taste-off utilizing

both dogfish and skate wings for the public to sample. This would be done by inviting restaurant chefs to create new recipes using these products. More to come on this event . .

Finally, I would just like to encourage anyone who would still like to become involved in the Festival to give me a call at the Chamber, 999-5231. Aloha!

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The First of a Four Part Program

Thursday, June 20, 7:30 PM
New Bedford Whaling Museum

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19th Century Shipbuilding & The Fishing Industry,

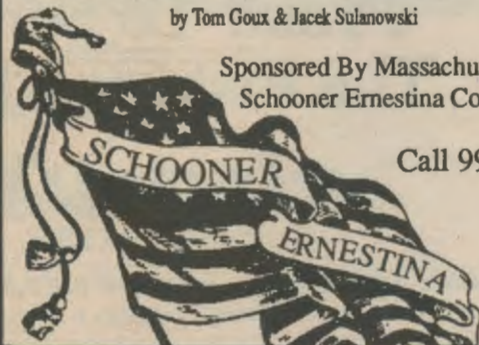
Diana Stockton and Jim Witham, Curator, Essex Shipbuilding Museum

In The Wake Of The Mary L. Mackay: Sea Songs & Folklore

by Tom Goux & Jacek Sulanowski

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To these New Bedford Vessels, Crews and Processors for pledging to donate fish and scallops for everyone to enjoy during the first-ever.....



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F/V Rianda, Tom Wilson
 F/V Lisa Marie, Daune Porto
 F/V Act II, Knute Aarsheim
 F/V Act III, Knute Aarsheim
 F/V Act IV, Knute Aarsheim
 F/V Massachusetts, K. Aarsheim
 F/V Mary Anne, Marty Manley
 F/V Westport, Soren Henricksen
 F/V Donna Lynn, Soren Henricksen
 F/V Canton, Soren Henricksen
 F/V Enterprise, Soren Henricksen

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Crew of F/V Kelly
 Anne

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The New Bedford Seafood Festival Committee is kindly requesting all boatowners, captains, crews and seafood dealers to consider a contribution of a tote of fish or bag of scallops on any given trip from now until August.

Call Marty at 993-1770 or Vickie at 999-523

The goals of the Seafood Festival are to:
 Raise Public Awareness of Importance of Fishing Industry To The Community
 and
 Build Consumer Confidence that *New Bedford Landed* Seafood is the Best Seafood
 To Purchase, Prepare and Consume

*An event sponsored by the New Bedford Area Chamber of Commerce
 In cooperation with the Offshore Mariner's Wives Association*

U.S. Coast Guard Asking For Comments On Annual Fees For Pleasure Boats

By Captain A.L. Lonsdale Northeast Maritime

The U.S. Coast Guard is asking for comments on a Notice of Proposed Rulemaking that would establish annual fees for boats over 16 feet in length operated on waters where the coast Guard has a presence.

The Coast Guard is required to consider the comments before implementing regulations required by the Omnibus Budget Reconciliation Act of 1990. Congress said that the fee "is intended to require recreation boaters to share the cost of Coast Guard programs, including search and rescue, boating safety, and aids to navigation . . . which provide benefits to recreational boaters."

The proposed fees are:
\$25.00 for vessels 16-20 feet,

\$35.00 for vessels 20-27 feet,
\$50.00 for vessels 27-40 feet;
and, \$100 for vessels over 40 feet. Exempt would be foreign vessels, lifeboats, racing vessels, yacht tenders, sailboards, rowboats, canoes, kayaks, and rowing sculls.

Written comments should be mailed before May 13, 1991 to:

Commandant (G-LRA-2/3406) (CGD 90-067), U.S.

Coast Guard Headquarters,
2100 Second Street, S.W.,
Washington, D.C. 20593-0001

Telephone (202) 267-1477

For a copy of the Notice of Proposed Rulemaking call: 800-368-5647.



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OR CALL 992-8381**

Renewal Every Five Years Now Required For Merchant Mariner Documents And Certificates of Registry

by Captain A.L. Lonsdale, Northeast Maritime

Provisions of the Oil Pollution Act of 1990 ordered the renewal of Merchant Mariner Documents and Certificates of Registry.

A document is issued to a merchant seaman as identification and shows the duties for which qualified. A

Certificate of Registry is issued to a shipboard staff officer such as a surgeon or purser. Until now these documents were valid for an indefinite period.

The renewal program will be phased in gradually over the next five years. During 1991

any document issued in a year ending in one or six (1976, 1981, etc.) will be due for renewal no later than the issue date (month and day).

For further information call Captain Lonsdale at 992-4025 (New Bedford area) or 1-800-767-4025.

1991 International Festival . . . Under Way

The Friendly Sons of Saint Patrick of New Bedford, Inc. is celebrating its fiftieth anniversary this year. As part of the organization's year-long celebration, a multi-ethnic, nonalcoholic family festival is being planned for Sunday, July 7, 1991 on Fisherman's Wharf in New Bedford harbor.

Over nine ethnic organizations have joined with the Friendly Sons for the festival. Participants include the Irish, Cape Verdean, Polish, Scottish, Norwegian, German, Lebanese and Portuguese American clubs and organizations. The festival is open to all ethnic organizations in Greater New Bedford.

Participating non-profit and service organizations include the United States Coast Guard, the U.S. Coast Guard

Auxiliary, Holy Family-Holy Name School, Downtown New Bedford, Inc. and many others.

To emphasize the maritime heritage of the city, invitations have been sent to tall ships and schooners in North America and the United States Navy.

Fair-goers will be treated to a variety of ethnic food, crafts and live entertainment. Water-front events include whaleboat races and Open House Activities on the U.S. Coast Guard vessels and visiting ships.

Ethnic Groups and private vendors of ethnic crafts, foods, etc. can register for the festival by writing to:

The Friendly Sons of Saint Patrick
P.O. Box J-4021
New Bedford, MA 02741

or call: Mr. Clement E. Daley, Festival Chairman - (508) 992-2797

If he is out, please leave your name and address and a registration form will be sent to you.



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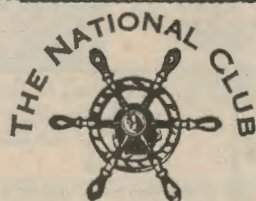
Safety At Sea, by George Day (Editorial Director of *Cruising World* and *Sailing World*)
1991, Putnam

Review by Ben Baker, Baker Books

For everyone in the area, the subject of this book is on everyone's mind several times a year. Unfortunately it usually is after a disaster has happened and a life is lost or a serious injury mars an experience on the water. The audience for this book are those planning to sail "offshore". However, the information and concepts are useful for all serious boaters. The author starts the book with an account of two voyages. The first is about an uneventful, safe transatlantic crossing he made on *Adele* from Lisbon to the Caribbean. The next voyage was to be from Bermuda to Newport, RI. This ended with the loss of the skipper's life, the crew near death, and the vessel sunk.

The difference between the two voyages is that the first was undertaken with safe sailing as part of the skipper's and crew's attitude, the human factor. The second voyage was undertaken with a lack of planning, little preparation, and no practice in the skills that would save a small incident from becoming another nail lost from the shoe. Planning, that is good planning, starts with the selection of a boat. Some boats should never leave safe waters. The author describes what it means to have a boat designed for safety and constructed for safety. His five rules for choosing a safe boat: 1) Know how you will use the boat; 2) Know where you will be sailing; 3) Understand a boat's designed purpose; 4) Know a boat's numbers; and 5) evaluate the boat dispassionately.

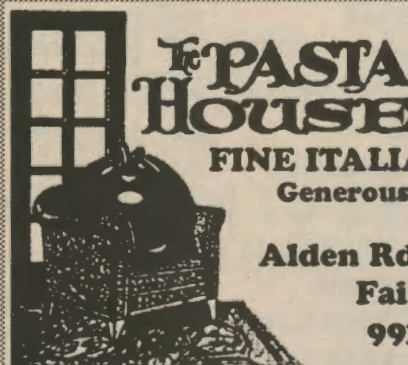
Next he relates the standards established by International and National organizations and agencies. The requirements are only a starting point in being safe at sea. Of course a safe boat will be of little use if it is not handled properly or with disregard for the Rules of the Road. This knowledge comes from experience and training. When sailing, the care and comfort of the individual is essential to survival. The author discusses what a sailor should



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wear and carry. All sailor's should carry a knife, preferably one that also has a shackle key. (If you don't have a shackle key, how about carrying a pair of pliers).

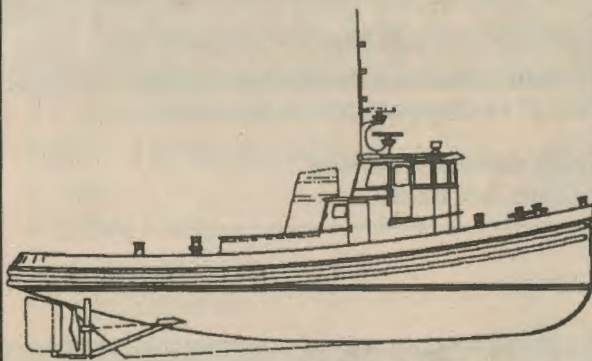
The author next discusses safe boat handling in six situations: 1) Docking and Mooring in strong winds; 2) Sail Handling; 3) Collision Courses; 4) Operation in Limited Visibility; 5) Anchoring in strong winds; and 6) Running aground. Then a full discussion of recovery of a man overboard. There are several maneuvers suggested and each skipper should practice them with the crew before any long off shore voyage.

The final chapters discuss heavy weather sailing, abandon ship, and the skippers responsibility. The author is

currently in the Pacific on a circumnavigation, so his comparison of the trait's of Captains Bligh and Cook are probably the result of his cruising in the waters where these example's of behavioral extremes transpired. The points made are well taken and the author cites what to many is just common sense, however, when you hear the hollering that goes on some boats, you wonder.

The book is written well, has good information, limited but well selected photographs or illustrations, and is easy enjoyable reading. A must for any skipper planning an off shore sailing and a should read for many that wish to sail safely and not be a disaster at sea.


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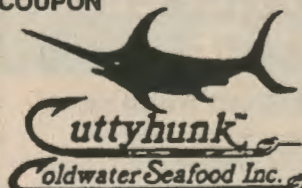
Rinse the scallops and press between paper towels to remove excess moisture. Dot a flat ovenproof baking dish with 2 tablespoons of butter, melt under the broiler, stir in the scallops and broil for two minutes. Remove from the heat and pour off liquid. Simmer the blue cheese with the remaining butter, add the lemon juice and scallop liquid and reduce until fairly thick. Spoon over the scallops. Broil until cheese is flecked with brown. Serves 6-8

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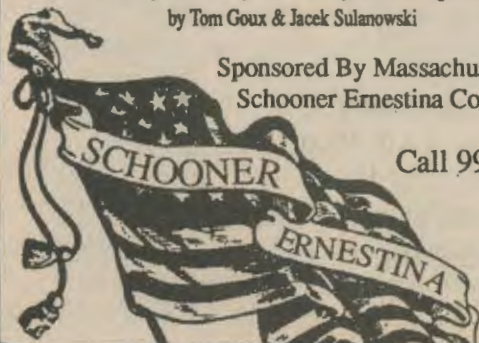
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Speaking Out For Children Learning To Be Better Parents

A Message From The New Bedford Child And Family Service

The dreadful problem of child abuse and neglect in American families has become a national emergency. That fact was made vividly clear in a recent study revealing that reports of child abuse and neglect rose to an all time high of 2.5 million in 1989.

The study, produced by the U.S. Advisory Board on Child Abuse and Neglect, shows that each year hundreds of thousands of children are starved and abandoned, burned and severely beaten, raped and sodomized, berated and belittled.

The recommendations made in the report included emphasis on giving child welfare workers, teachers and others involved with children, policy makers and parents ready access to information on child abuse and neglect.

As a member of the Child Welfare League of America, we strongly support that recommendation, and we propose that parenting programs be available through schools, hospitals, self-help groups and advocacy organizations.

Parents need to know that they can discipline, control unacceptable behavior, set limits and talk to their children without inflicting physical harm and mental anguish. They need to understand how a child develops and what to realistically expect at various stages.

Abuse Detection Guidelines

The following guidelines may help parents avoid situations that could lead to child abuse or neglect:

—Be consistent with your children. Parents should be clear about why certain behaviors are unacceptable; children should know the consequences for those behaviors, and children should always be given an opportunity to explain their behavior before any punishment.

—Help children control unacceptable behavior by emphasizing the positive and using praise and compliments to reinforce acceptable behavior.

—Be aware of children's need for proper food and rest, and understand how this affects behavior.

—Build self-esteem in your children and help them understand that, while you may find certain behavior unacceptable, you love them.

—Administer any discipline for unacceptable behavior as soon as possible after the infraction, and make sure it is appropriate to the misbehavior.

—Never belittle, ridicule, threaten or ignore your children.

When things seem to be getting out of hand, parents can take steps such as these to give themselves time to calm down: count to 20, take several deep breaths, ask someone to watch the children and remove yourself from the scene for a few minutes, or phone a friend or a local self-help parents group.

If you feel you can use help parenting, find a parent education class by contacting New Bedford Child and Family Service.

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Photo by Charlie Gomes

The crew of the F/V Sea Trek offload their scallops at Eastern Fisheries. From left to right are Chris Sorenson, Fred Doddie, Venson Simmons, Martin Hanson and Tomas Mackie

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Mas Que Raia Esta!

By José Vinagre

Quando vizitavamos o cais num dia da semana passada tivemos a oportunidade de presenciar uma conversa entre dois afamados residentes do Fundo do Oceano: O Sr. Cação e a Dona Raia. Pergunta o Sr. Cacao: Ja recebeu o convite? Convite para que? Aonde e que é o baile? respondeu a D. Raia. Não é baile nenhum D. Raia, é um festival que uma comissão de New Bedford está a preparar para atribuirem premios a nós e aos nossos irmãos do Fundo Salgado. E para ter lugar durante o fim de semana de 16, 17 e 18 de Agosto, que por coincidência também é o dia da benção dos barcos. Mas como é que esses premios são atribuidos? A dos barcos. A comissão vai convidar cozinheiros de todos os restaurantes a virem preparar alguns filetes nossos e dos nossos irmãos, para a malta saborear e para os cronistas de revistas de culinaria escreverem sobre as nossas qualidades e informarem o Zé Camone que não somos tão maos como se tem dito por ai. Talvez até criem tal interesse em nós que possamos ser premiados com umas folhas verdes do Senhor Washington. Mas diga lá oh Sr. Cação, o Senhor pensa que

isso vai resultar? Eles nunca quiseram saber de mim e os pescadores a si detestam-no, porque carga d'agua é que o Sr. pensa que eles agora vão querer? Oh Dona Raia, então você ainda não notou que o Senhor Bacalhau emigrou para outros fundos e a Senhora Solha também comprou viagem de ferias para o Canada, e enquanto eles não aparecerem nós é que vamos servir a mesa do rei. E se esses cozinheiros e cronistas perceberem alguma coisa de boa culinaria quase que lhe garanto que temos um bom futuro. Vossê sabia que foi depois de haver um festival semelhante a este para o Sr. Scallop que ele ganhou fama nacional, e que hoje ele é premiado com umas boas folhas verdes? Eu hoje sou muito procurada na França, atacou logo a D. Raia, e o Sr.

Cacao para não ficar atraz disse logo: e na Inglaterra e no Japao eles são tarados por mim. Fritinho com batatas a mesa da Rainha e de sôpa na Ilha dos olhos pequenos, não tenho barbatanas suficientes. Só estes Maneis dos States é que ainda não descobriram o que somos de bom. Mas o Sr. Cação, ainda não me explicou essa coisa do convite. Oh D. Raia, a comissao está a convidar todos os pescadores e armadores a participarem neste festival, oferecendo alguns de nós para sermos preparados nesse fim de semana e também para colaborar com a comissão nos preparativos do festival. Aguenta-se ai na agua que mais dia menos dia um pescador vem convida-la. Gostei muito deste encontro Sr. Cação. Até ao Festival Dona Raia.

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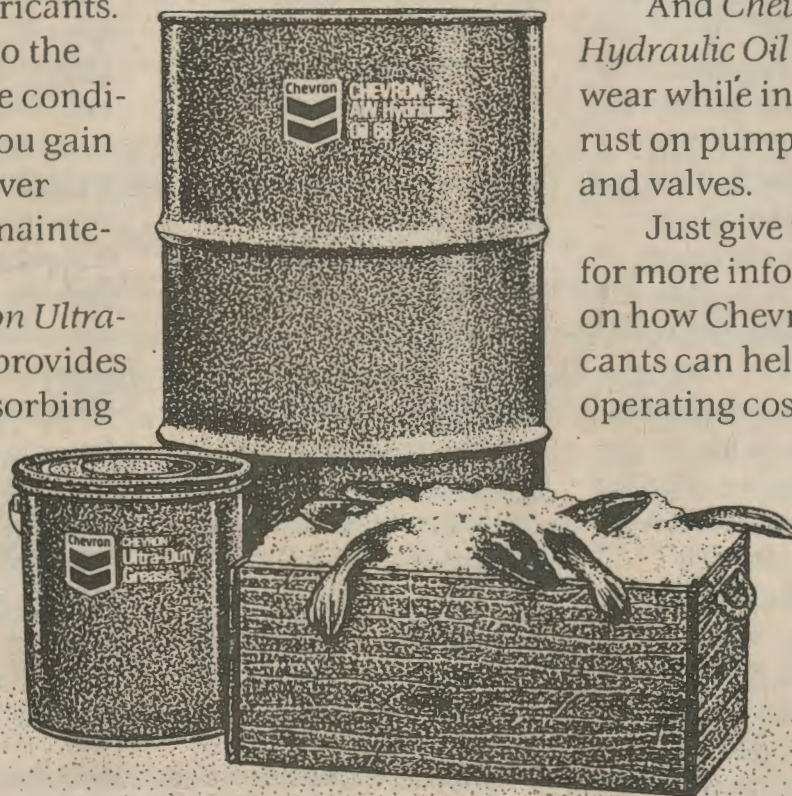
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